

from:

1465

01944

FIRST CLASS MAIL

8277

0111

0111

0111



To:

X



When you have eliminated the impossible, whatever remains,

ENTRE NOUS

for VIII / 85

vol 9
#4

2 : Neil & I : ... GKG Moves into WHO? & WHY? ..

3 : : DEATH SQUADS USA ..

4 : KA007 : B-747 ..

5 : : MID-AIR ..

6 : : EXPLOSION ..

7 : A-I 182 : B-747 ..

8 : : PATSIES GALORE ..

9 : B : alias OSWALD, order-coupon ..

The GRASSY KNOLL GAZETTE box 1465 Manchester MA 01944 USA

JW Burke, Editor-at-Large,

N Whitehouse, Censor

RBCutler, Compressor, Assassinologist

Bett's, Offsetter

circulation: c. 200

(~~88~~ complimentary)

\$10/yr, payable that calendar yr

back copies @ \$1.00 apiece



no matter how improbable, must be the Truth. (Sherlock Holmes)

Neil & I, ruminating in the Ivory Tower at 36 1/2 Union St, after revelling in DC with the first ILI, Illuminati Lanniganensis Intelligensia, decided to move GKG out of the Where, When and How of matching shots with scars and wounds.

Using that familiar Square One only as required, we proceed to dive headlong into direct confrontation with the arrogant, ignorant syndrome of anti-Communism being promulgated right, left and center by government and media in collusive, conjugal bliss.

Assassinology perceives this brash intercourse as the Immoral Minority's control of the Presidency which has shifted this past half century from the Director's Seat of Government inside the FBI to the CIA's National Security Council inside the White House with no

visible benefits at home or abroad.

And on the Twenty-Third day the CIA was laundered, wrung out and hung up on a fence to dry.

2 July 1985 : the 23rd day of the Bulgarians' trial in Rome

....The prosecutor, Antonio Marini, asked Mr Agca to explain why he was carrying a letter when captured stating that he wanted to kill the Pope because of Soviet and United States imperialism. Mr Marini said it made no sense to carry the letter unless he expected to be caught.

The prosecutor also wanted to know why Mr Agca had left his false passport, a pistol clip containing 12 bullets and clothing in his hotel room the day he shot the Pope..... Mr Agca said it had all been planned by Lieut. Col. Zhelyo Kolev Vassilev "He suggested that I write because in the event of capture it would be useful to give the impression of a lone killer," Mr Agca said that the colonel "was an expert on misdirecting."

(NYTimes, VII/3/85)

Who left hulls and a Carcano rifle on the 6th floor of the TSBD in Dallas, 22 Nov 63?

We don't know ... it was not Alek James Hidell, alias Oswald

Who dropped clothing, a radio and a rifle on the sidewalk outside the South Main rooming house in Memphis, 4 April 68?

It was not James Earl Ray it was Raoul also identified as "Frenchy" from his photos taken immediately after the JFK hit

Who left a book-length diary in his room spelling out the motive for trying (unsuccessfully) to hit RFK, 4 June 68?

It was Sirhan Bishara Sirhan ... he deserves parole

Who talked to Ray LaRosa from the shadows outside the Chappaquiddick cottage, to Gargan and Markham from the back seat of the Valiant and to Russell Peachey from the bottom of the stair to his hotel annex's porch between 0020 and 0225, 19 July 69?

It was not Ted Kennedy ... we've named his double K-2.

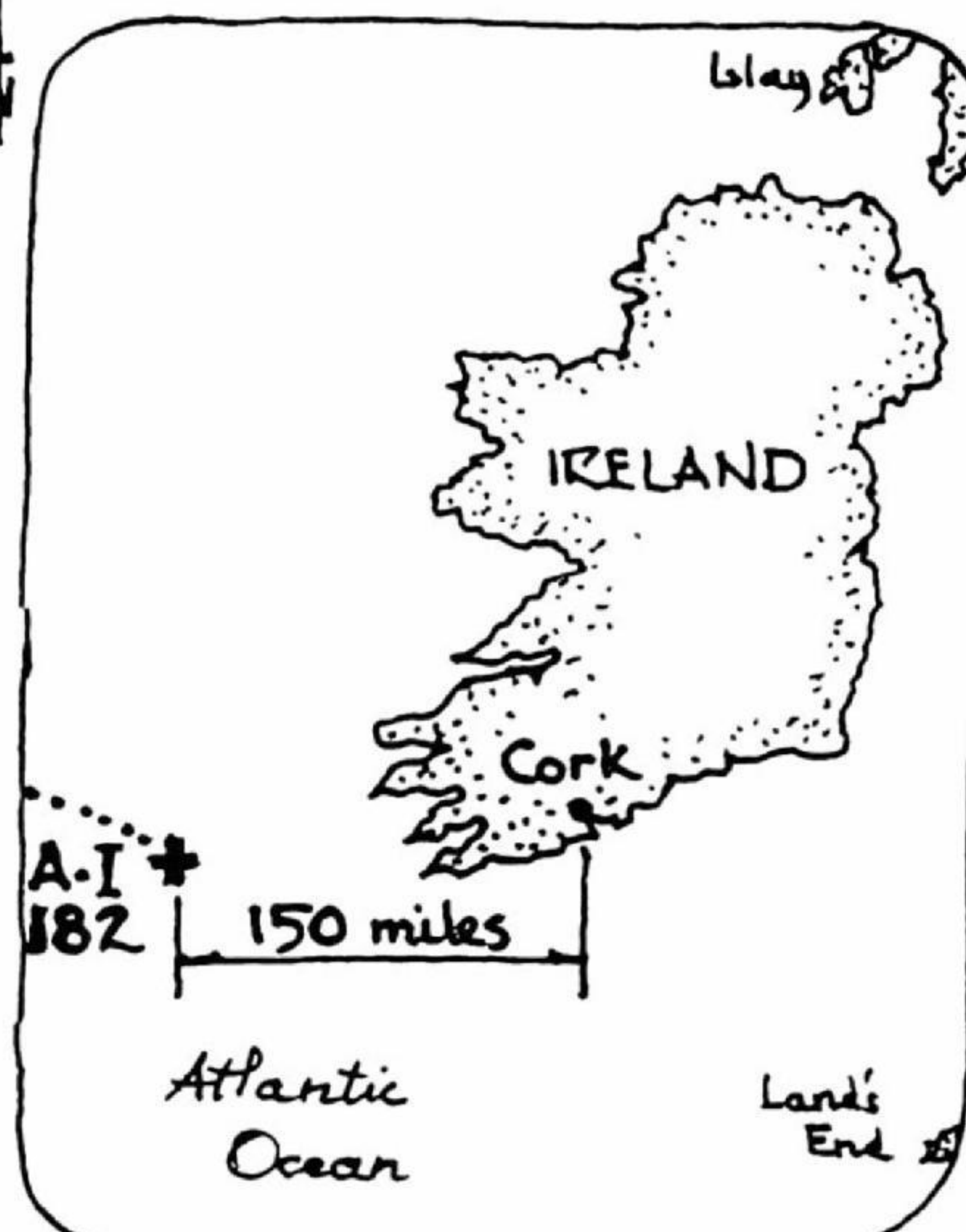
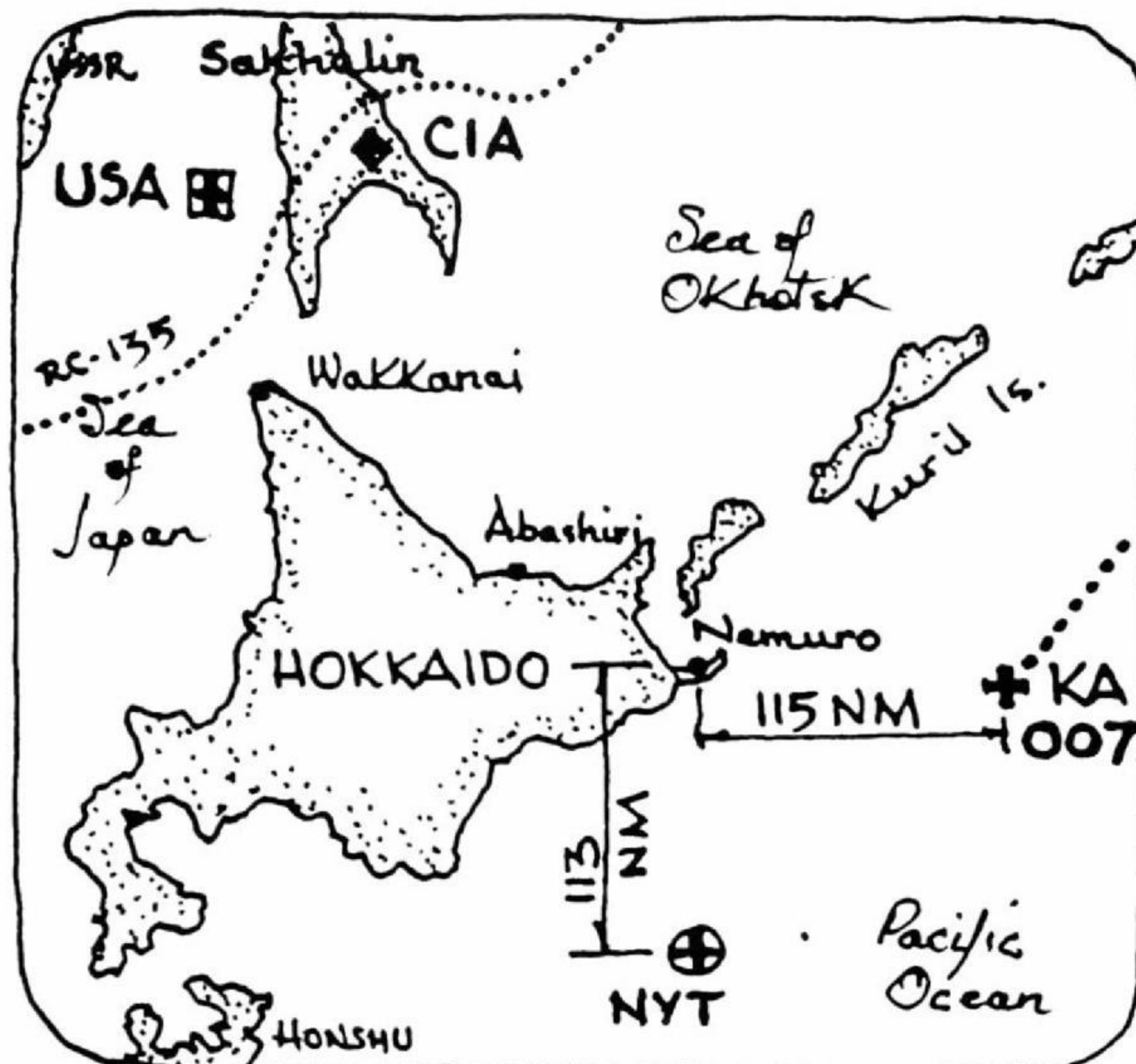
Who left two pistols, some ammo and an unposted love-letter to Jody in his room before he tried (unsuccessfully) to hit Reagan, 30 Mar 81?

You got it ... it's Evergreen (CO) John.

This is not opaque GKG-ese you are looking at five known DEATH SQUADS U S A Dallas numbered about 50, Memphis a dozen. LA maybe 20 and a dozen each at Chappy and Washington DC Coveruppers are not counted: they're only accessory members ...

It would appear that Death Squad capabilities have been exported... certainly these five have been successfully media-ized into impressions of Lone Assassins Lt Col Vassilev had plenty of garbage to study on his way from M 1st Class to ME, Misdirector, Expert.

B747... MID-AIR EXPLOSION ... B747



USAF RC-135 · B707	KA 007 · B747	planes	A-I 182 · B747
ø326 · IX · 1 · 83	ø327 · IX · 1 · 83	time	ø815 · VI · 23 · 85
Test flight path	flight path R: 20 to Seoul	course	flight path to Heathrow
10,000 m · 32,800 ft	35,000 ft	altitude	31,000 ft
~	"rapid compressions"	last msg	Thud, "Uh"
off radar at 16,400 ft	not on radar	± 12 min	off radar past 11 min 59 secs
possible oil slick	NO SEARCH	± 2 hrs	mile-long oil slick · 5 sq mis bodies & debris
NY Times Pacific location		± 8 hrs	wreckage area expanded to 30 sq mis
CIA Sakhalin Island location		± 14 hrs	131, of 329, bodies recovered and brought to Cork
~	~	± 18 hrs	~
USA Sea of Japan location back in Alaska	shot-down by USSR	± 36 hrs	1% of plane recovered in Cork
~	~	± 10 days	Irish naval vessel picks up flight recorder beep
first bits & pieces of bodies & debris turn up NE coast Hokkaido · Abashiri		± 17 days	both black boxes recovered in 6,700 feet of water
search continues · includes navies of USSR, Korea, Japan & USA		± 60 days	
search in 300' to 4,800' of water called off			
on-board equipment ensures escape by deflecting missiles	explosion site not searched... zero recovery	complex conspiracy	explosion site searched · successful recovery

GKG-4 · VIII · 85

(compare this column with this column)

B747... MID-AIR EXPLOSION... B747

....this failure [to locate any wreckage] led a senior officer of the US Naval search party to say, they were confident they could have located any wreckage providing they had been sent to the right place. As this senior naval official inferred, if this wreckage cannot be found there, the KE 007 did not crash into the Sea of Japan (LFP, 98)

This quote is from an article written by our man on Peachtree Place, L F Prouty; page 98 of the May '85 issue of Gallery Magazine, a prominent member of that sector of the media accustomed to printing the naked truth.

The singular lack of any similarity between the wreckage of a B747 falling from 31,000 feet into the Atlantic and that of a B747 falling from 35,000 feet into the Pacific (from 32,800 feet into the Sea of Japan if you ~~still~~ insist on the Shultz-Kirkpatrick-Reagan scenario) is readily available with minimum attention to page 4's maps and tabulated comparison of flight and post-crash data.

A-I 182 : mile-long oil slick; wreckage, some pieces 18 feet long, over a 30 square-mile area; 131 bodies recovered and brought in for autopsy and ID; both black boxes salvaged from 6,700 feet below sea level; the beep went on and on. In London, David Learmont of Flight International magazine said, "The whole situation screams at you that it was a bomb".... (NYTimes, VI/24/85)

KA 007 : unverified kerosene slick; wreckage in bits and pieces, 18" max ; no beep; no black boxes in water varying from 1,200 feet deep at the alleged site to almost 5,000 feet 60 miles westerly, no identified bodies. an airline official in Seoul said this afternoon that an explosion might have occurred in midair (NYTimes, IX/1/83)
the Times' reporter, Clyde Haberman, may have a lead on that airline official our nominee is the pilot of KA 015 who has refused to testify at legal proceedings.

The key to this overwhelming discrepancy is KA 007's "NO SEARCH" (midpage 4) ... we review LFP's story of just how that extraordinary event was engineered; non-event's the better description.... the starting point is Capt Chun's last transmission from KA 007 to the control tower at Narita ... at 1427 (DCTime) Wednesday afternoon, 31 August 1983.

.... the faint but clear evidence of conspiracy begins to unfold at about[2230 DCTime] a brief news item said that the last radio contact with KA 007 had been made at [1423 DCTime] when KE 007 was "113 miles south of Nemuro." (LFP, 49)

B747...MID-AIR EXPLOSION...B747

This brief news item is wrong on three specific counts:

- 1) 1423 (DCTime) was not the last radio contact with KA 007.... that occurred four minutes later at 1427 (DCTime)
- 2) at 1423 Capt Chun did not give that false position south of Nemuro, marked NYT on page 4's map, for its source
- 3) at 1423 Capt Chun told Narita that KA 007 had arrived at FL 350, 35,000 feet and the assumption here is that Narita placed him directly over R-20, the proper course as filed before take-off in Anchorage.

.... about 30 minutes later [2300 DCTime] a second, perhaps equally contrived message said that the Korean Foreign Ministry had reported that KE 007 had landed safely on Sakhalin the information had been provided by the United States Central Intelligence Agency....
(LFP,49)

This second false location is marked CIA on page 4's map for its source despite this "intelligence" KA 007 was never closer than 270 NM to Sakhalin.

....meantime [about 1700 DCTime] the Japanese Maritime Safety Agency [had] sent patrol ships, airplanes and helicopters to the area near Nemuro, but the searchers found nothing. According to reports from Hokkaido, fog enveloped the area and rain was falling (NYTimes,IX/1/83)

Initial A-I 182 rescue attempts encountered steady rain falling from a 500-foot ceiling over the Atlantic the Pacific's fog was not the only mist hampering KA 007's rescue efforts.

.... just as this well-trained (rescue) armada was well on its way the "Safe on Sakhalin" message was received in Japan. With that authoritative message, containing its irrefutable [no longer] US-CIA source, the Japanese RCC was directed to close its case and recall the search fleet. Thus ended any chance that evidence of the actual crash would ever be discovered. If these ships and aircraft had been permitted to make a thorough search of that intended area, they would have found telltale traces and floating debris of KE 007, or, ...would have heard the underwater acoustic location beacon. They could not have missed that, no matter how deep the water was in the trench [estimated 26,400 feet]
(LFP, 49)

Who was responsible for these false messages which led directly into the fabrication that the "evil empire" had shot KA 007 out of the sky into the Sea of Japan?

Most of the answer can be deduced by reviewing events prior to the news conference when Shultz fired the lie heard round the world.

B747... MID-AIR EXPLOSION... B747

Chronology sources : The Nation, (D Pearson), NYTimes, ICAO Report
all times are Washington, DCTime

Wednesday, 31 August 1983

- 1427: Capt Chun's last transmission to Narita
- 1650: Tokyo, having exhausted all alert procedures to no avail, issues distress message to everyone that needed to know
- 1750: in Moscow, USSR says it has no info on the plane
- 1820: in Seoul, Tokyo correspondent Korean Broadcasting System breaks into morning news with bulletin: Flight 7 missing
- 1930: JMSA receives info from Japan Defense Agency that it lost a plane on radar 100 miles north of Wakkanai at [1438 DCTime]
- 2100: in Seoul, South Korean Foreign Ministry receives info from a friendly government: highly probable, plane on Sakhalin
- 2215: in Seoul, KAL goes on the air with Sakhalin landing
U S State Dept informed that KA 007 is off course
- 2230: in Santa Barbara, Clark tells Reagan plane is missing
- 2300: in DC, State tells MacDonald's brother plane is down and passengers are apparently safe

Thursday, 1 September 1983

- 0130: in Santa Barbara, Clark tells Reagan plane is in the water
- 0450: in Moscow, USSR says plane is not on Soviet Territory
- 0615: in Seoul, based on electronic data gathered by Japanese intelligence agencies and confirmed about 0530 (DCTime), Lin Jin Hie, Korean Minister of Culture and Information, goes on TV confirming what his government has been obliged to believe since about 2215 (DCTime, last night) that there are no KA 007 survivors, the plane was shot down but he does not know where.
- 0810: in DC, Shultz briefs Clark in Santa Barbara
- 1010: in Santa Barbara, Clark tells Reagan plane has been shot down
- 1030: in DC, Shultz shoots down USSR :

....at approximately [1200 DCTime, KA 007] came to the attention of Soviet radar The aircraft strayed over the Kamchatka Peninsula and over the Sea of Okhotsk and over the Sakhalin Islands. The Soviets tracked the commercial airliner for some two and a half hours.

A Soviet pilot reported visual contact with the aircraft at [1412 DCTime] at [1421 DCTime] the Korean aircraft was reported by the Soviet pilot at 10,000 meters. At [1426 DCTime] the Soviet pilot reported that he fired a missile and the target was destroyed. At [1430 DCTime] the Korean aircraft was reported by radar at 5,000 meters. At [1438 DCTime] the Korean plane disappeared from the radar screen....

The pilot who shot the aircraft down reported after the attack that he had in fact fired a missile, that he had destroyed the target (NYTimes, IX/2/83)

PATSIES..... MID-AIR EXPLOSION..... PATSIES

Neither Burt & Shultz in DC nor Clark & Reagan in Santa Barbara could have prepared the Soviet shoot-down data which surfaced on the Seoul News almost 16 hours after the crash.

.... "we certainly were getting conflicting signals in those early hours," a Korean official said.... NYTimes, IX/8/83)

Four hours later Shultz, in DC, detailed it with taped fighter-chatter (only) complete with altitudes and firing times down to the minute. (The chain of evidence of those tapes is something else.)

Who knew the Kamchatka-Okhotsk-Sakhalin flightpath? US/Japan radar does not cover the entire route and the USSR had not made its report to ICAO by 1030 DCTime, 1 September. Who knew the precise moment when the Soviet fighter-pilot fired his missile at 32,800 ft above the Sea of Japan? Whoever it was triggered KA 007's on-board device 50 seconds later and dropped the B747 into the Pacific's Kuril Trench.

Part of the answer lies in an RC-135 flying that flightpath and bringing the information back for research and development of the fine-tuned "truth". Why the clamp-down on RC-135 pilot interviews by the press? Why the dearth of "investigative" reporting by the press?

The GKG esquisse is sketched on the spectre of anti-Communism, that paper-tiger the US Professional War Machine, PWM, has successfully promoted since the beginning of Cold War I.

- A) having developed radar-jamming and missile-deflecting gear to the point that gung-ho pilots could not wait to sucker the Soviets into firing at them, an RC-135 test-flight was scheduled over sensitive USSR territory.
- B) with the MX swimming against the tide in Congress and Pershing deployment hampered by the European peace movement, someone fantasized a scheme to christen the "evil empire" Beëlzebub and make it stick: the mid-air explosion of a civilian aircraft would be passed off as a Soviet shoot-down for regurgitation and dissemination by the gullible media. (Remember Dallas, Memphis, LA, Chappaquiddick and T Street DC? all add up to patsies galore)

Consummation of A & B involved some necessarily fractured intercourse by and between the PWM moles in State, Defense, CIA, Media, NSC and points west. However the 514-zero approval of a Joint-Congressional Resolution condemning the "Soviet crime" was more than enough reward for those multiple partners.

CIA sabotage of a U-2 plane in 1960 wrecked Peace's Paris summit

KA 902's testing western USSR defenses in 1978 embarrassed Vance's Moscow disarmament talks (O Clubb, KAL 007 The Hidden Story, p 104)

KA 007's alleged testing eastern USSR defenses in 1983 turned MX's tide, deployed Pershings and left us holding the budget deficit bag

PATSIES, where IS this administration's SOG? (seat of Gov't)